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THE YUGOSLAV MERCHANT MARINE

The following report is one of several taken from the Informativni prirucnik o Jugoslaviji, a handbook published irregularly since late 1948 by the Yugoslav Directorate for Information.

Yugoslavia occupies a favorable position on the sea, since it is located on the east coast of the Adriatic Sea, which has 5,500 kilometers of coast line. Along the coast, 520 inhabited ports receive maritime traffic. To take full advantage of the country's favorable position on the sea, it is imperative to possess the following:

1. A sufficient transoceanic merchant marine for foreign trade.
2. The necessary coastal tonnage for cargo and passenger transport along the coastal area of Yugoslavia.
3. Ports capable of accepting incoming sea transports; good transportation into the interior and vice versa.
4. Industrial facilities for technical maintenance of all installations listed under 1, 2, and 3 so that their future qualitative and quantitative improvement will be assured.

Merchant Marine in Prewar Yugoslavia

A proper authority for maritime management did not exist in prewar Yugoslavia. The Directorate of Maritime Transport (Direkcija Pomorskog Saobracaja) in Split was a technical and administrative organization with limited jurisdiction in questions of shipping safety, port maintenance, and maritime-administrative work of a formal character. The maritime department in the Ministry of Transportation (Ministarstvo Saobracaja) was not a working body, but rather an assisting agency to shipowners. Shipping was a field exclusively exploited by foreign and domestic capitalists. The merchant marine apparently had 397,627 gross-registered tons, but of this 60 percent belonged to foreign capital. It was customary for foreign capitalists to put their aged ships, which they could not use economically under their own flag, under the Yugoslav flag and thus continue to earn profits because of the low wages of Yugoslav seamen. No connections existed between the merchant marine and the national economy. The ships principally frequented the profitable

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routes on all oceans, and for years would not appear in Yugoslav ports. In 18 years, the transoceanic liner Aleksander never sailed in Yugoslav waters (until 1945).

The backwardness of prewar Yugoslavia was especially evident in its ports. Aside from Susak, not a single main port (Sibenik, Metkovic, Split, or Dubrovnik) was adequately mechanized. Manual loading was prevalent in these five ports, where, in 1937, 2,698,409 tons were loaded and unloaded, and through which 3,036,102 passengers traveled.

Although the exceptional ability and tradition of the coastal people in providing first-class seamen are well known, about 50 percent of Yugoslav trained maritime and technical personnel could not find employment on ships or in maritime establishments.

Merchant Marine From 1941 to 1945

When the Fascists attacked Yugoslavia in April 1941, 75 transoceanic units which happened to be in Allied zones participated in conveying war materiel throughout the world. Through the enemy's submarine and air actions, 54 Yugoslav ships and 420 seamen were lost.

On 10 September 1942, when the Decree on the Establishment of the National Liberation Navy (Mornarica Narodnoslobodilacke Vojске Jugoslavije) of Yugoslavia was issued, seamen and fishermen comprised the basic navy personnel which was placed under the command of the naval staff. Despite the enemy's technical superiority, communications were successfully maintained along the entire coast and with the islands and Yugoslavia's small wooden ships attacked the enemy's modern units. Vital and dependable maritime communication was maintained between the island of Vis and Italy. At the end of 1943, the base for the National Liberation Navy of Yugoslavia was established in Monopola in Italy to serve Yugoslav shipping units. At that time, the Navy transported 35,000 refugees to Vis and Italy under very difficult circumstances, and also transported 600,000 soldiers, wounded personnel, and passengers. During the offensive at the end of 1944 and at the beginning of 1945, Yugoslav ships played a very significant role in transporting units to Istria and Trieste.

Merchant Marine After the Liberation

German and Italian occupation troops systematically destroyed port installations and ships as they retreated. When Italy capitulated, the Italians demolished the port of Ploce, and the Germans destroyed all the other ports. The British and US bombardment of Zadar, Split, Rijeka, and other cities also worsened the condition of the ports. The Germans had made complete preparations for the destruction of Rijeka Harbor as early as 1943 and carried out their plans in April 1945. Territorial waters also were heavily mined with magnetic and acoustic mines. Safety installations along the coast were systematically destroyed; of 1,677 lighthouses and signal installations in 1939, only 230 remained after the liberation.

The following were destroyed during the war: 115 steamships, 8,424 smaller vessels, 145 ports, 3 large and 53 small shipyards, and a number of auxiliary installations, amounting to over 5 billion dinars in value.

Development of Merchant Marine from 1945 to 1950

1945

After the cessation of war in 1945, the Merchant Marine was separated from the Yugoslav Navy and the Main Maritime Directorate (Glavna Uprava Pomorstva) in the federal Ministry of Transportation (Ministarstvo Saobracaja) in Belgrade and the Maritime Administration in Split (Uprava Pomorstva u Splitu) were established.

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The main projects for 1945 were as follows.

1. Organization of coastal passenger and cargo transport along the coast and between the islands.
2. Salvage of sunken vessels and their rapid repair.
3. Reconstruction of ports for handling the most essential traffic and reconstruction of safety installations.
4. Transport of reconstruction material on Yugoslav transoceanic liners.
5. Preparation for the acceptance of 28 transoceanic ships from the British Ministry for War Transport.

Immediately after the liberation, Yugoslavia had only 20 percent of the coastal tonnage, 30 percent of the transoceanic tonnage, 12 percent of the usable coast line, and 13 percent of the safety installations available in 1939.

1946

The federal Maritime Ministry (Ministarstvo pomorstva FNRJ) was organized in 1946. Maritime renovation is in full swing. The Rijeka-Susak basin, which was completely destroyed during the war, was put in operation by mid-1946. Port traffic reached 3,034,779 tons in 1946, 12 percent more than the highest prewar traffic in 1937. Passenger traffic increased 28 percent over the prewar maximum.

Traffic in individual ports in 1946 was as follows:

	<u>Tons</u>	<u>Passengers</u>
Rijeka-Susak	622,561	345,977
Split	692,314	779,370
Dubrovnik	237,931	146,286
Sibenik	190,114	359,642
Ploce	147,749	46,373
Other ports	1,144,110	2,624,643

Cargo movements in 1946 were as follows:

	<u>Tons of Cargo</u>
Coastal transport	2,096,378
Imports from abroad	537,119
Exports to foreign countries	401,282

With 90 percent of its own merchant marine, Yugoslavia transported goods to the countries on the Mediterranean Sea, northern Europe, and North and South America. Although 70 percent of the merchant marine had been destroyed during the war, its capacity at the end of 1946 was as follows:

	<u>Ships</u>	<u>Gross reg tons</u>
Transocean shipping (Mediterranean Sea and others)	28	115,784
Coastal shipping (passengers and cargo on the Adriatic Sea)	37	15,831
Total	65	131,615

In 1946, Yugoslavia had 28 percent of the transoceanic ships and 30 percent of the gross-registered tonnage it had in 1939. In coastal shipping, Yugoslavia had 30 percent of the ships and 50 percent of the gross-registered tonnage it had in 1939. The capacity of passenger transportation was 20 percent that of 1939, the average speed of ships was 2 knots less, and the average age of the ships was 2 years more.

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In 1946, Yugoslavia invested 120 million dinars for the reconstruction of ports and repaired 2,100 meters of the coast line for transoceanic liners. Ship-yards were able to repair ships in 1946.

1947

In 1947, the first year of the Five-Year Plan, the general recovery of the country's economy was reflected by a 15-percent increase in port traffic and a 77-percent increase in passenger transport compared with 1946.

Traffic in individual ports in 1947 was as follows:

	<u>Tons of Cargo</u>	<u>Passengers</u>
Rijeka	970,586	580,626
Split	667,315	922,809
Dubrovnik	149,410	206,579
Sibenik	144,849	492,749
Ploce	139,977	56,005
Other ports	1,518,555	5,340,349
Total	3,590,692	7,599,117

Cargo movements in 1947 were as follows:

	<u>Tons</u>
Coastal transport	2,184,634
Imports from abroad	360,609
Exports to foreign countries	1,406,058

A comparison with 1946 shows a considerable decrease in imports caused by the end of UNRRA deliveries; the increase of 2½ times in exports signifies the fulfillment of the first year of the Five-Year Plan. The socialized sector of the merchant marine transported 61 percent of the total port traffic.

As a result of increased foreign trade, Yugoslavia established regular lines to the eastern and western basin of the Mediterranean Sea. The merchant marine's total gross-registered tonnage increased 18 percent over that of 1946. Its capacity was as follows:

	<u>Units</u>	<u>Gro Reg Tons</u>
Transoceanic shipping	32	137,473
Coastal shipping	49	24,247
Total	81	161,720

In 1947 and later, significant assistance was given to Albania in organizing shipping, port construction, personnel training, etc.

1948

An abrupt increase in cargo traffic was noted in 1948, when it reached 4,995,529 tons, or 28 percent above 1947. Passenger traffic increased 20 percent compared with 1947, totaling 9,624,101 passengers.

Traffic in individual ports in 1948 was as follows:

	<u>Tons of Cargo</u>	<u>Passengers</u>
Rijeka	1,659,361	915,990
Split	807,491	1,252,211
Dubrovnik	255,273	281,847
Sibenik	167,021	483,163
Ploce	157,024	55,504
Other ports	1,949,359	6,635,386

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Cargo movements in 1948 were as follows:

	<u>Tons</u>
Coastal transport	2,753,169
Imports from abroad	548,886
Exports to foreign countries	1,530,830
Transit	162,644
Total	4,995,529

These figures show that coastal transport increased 20 percent, import 34 percent, and export 30 percent over 1947. Included in export-import were 162,644 tons of transit cargo, mostly to and from Hungary and Czechoslovakia.

The socialized sector of the merchant marine continued to increase. In 1948, it carried 84 percent of the transport, while the private sector carried only 6 percent. With a total gross-registered tonnage of 161,720, the merchant marine showed an increase of 11 percent over 1947.

At the end of 1948, the merchant marine had the following:

	<u>Units</u> (of over 100 gro reg tons)	<u>Gro Reg Tons</u>
Transoceanic shipping	35	150,749
Coastal shipping	68	30,569
Total	103	181,318

The network of regular lines was extended in 1948 to the ports of northern Europe and Great Britain.

1949

Port traffic in 1949 increased more than 2½ times compared with prewar traffic, and 20 percent over 1948.

Traffic in individual ports was as follows:

	<u>Tons</u>	<u>Passengers</u>
Rijeka	2,179,298	1,424,211
Split	989,210	1,323,142
Dubrovnik	274,043	276,269
Sibenik	302,898	464,711
Ploce	140,257	66,778
Other ports	2,065,144	4,726,771
Total	5,951,450 [sic]	8,281,882 [sic]

Cargo movements were as follows:

	<u>Tons</u>
Coastal transport	2,883,640
Import	921,050
Export	2,046,110

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Cargo handling in principal ports was mechanized 30 percent.

Other ports handled coastal shipping as follows:

- a. Over 50,000 tons: Rasa, Bakar, Omis, and Zadar.
- b. 20,000 — 50,000 tons: Koromacno, Zelenika, Dugi-Rat, Bar, Kotor, Tivat, Ulcinj, Pag, Metkovic, Rovinj, Porec, and Pula.
- c. 10,000 — 20,000 tons: Krilo, Sveti Jura, Virpazar, Silo, Mali Losinj, Senj, and Makarska.

An additional 264 small ports of local significance were connected by regular maritime transport, and still another 256 ports had intermittent connections.

A survey of ship arrivals and departures shows the following:

	<u>Ships</u>	<u>Net Reg Tons</u>
Rijeka	14,819	3,661,415
Split	21,376	1,413,725
Dubrovnik	6,405	937,613
Sibenik	8,269	807,777
Ploce	2,007	176,641
Other ports	174,672	11,960,169
Total	227,548	18,957,340

Because of its central location, and because it serves as a port of origin for coastal shipping, Split is first in number of ship departures and arrivals, but railroad communications are incapable of assuring maximum utilization of Split, Ploce, Sibenik, and Dubrovnik ports.

Ships from the following countries were registered in Yugoslav ports during 1949: Argentina, Albania, Denmark, Great Britain, Egypt, Finland, France, Greece, Netherlands, Lebanon, Honduras, Italy, Israel, Canada, Hungary, Norway, Germany, Panama, US, USSR, Free Territory of Trieste, Sweden, Switzerland, and Turkey.

In 1949, the private sector transported only 3½ percent of the coastal shipping. Because of the 12-percent increase over 1948 in transoceanic tonnage in export and import through Yugoslav ports, the participation of foreign ships increased by 64 percent.

New and modern transoceanic liners acquired by the Yugoslav merchant marine in 1949 were the Hrvatska, the Srbija, the Skoplje, the Zagreb, the Sarajevo, and the Titograd; the last four were built in Yugoslav shipyards. Through the use of these new ships, the principal ports of Yugoslavia were thus connected with the main ports of the Mediterranean and Atlantic, by the following lines:

Line No 1: Adriatic - North Europe: every 15 days to the ports of Algiers, Oran, Casablanca, London, Hamburg, Rotterdam, Antwerp, and Zeebrugge.

Line No 2: Adriatic - Near East: every 7 days to the ports of Trieste, Tripoli, Beirut, Port Said, and Alexandria.

Line No 3: Adriatic - Israel - Turkey: every 28 days to the ports of Tel Aviv, Haifa, Smyrna, Istanbul, Venice, and Trieste.

Line No 4: Adriatic - Israel - Cyprus: every 25 days to the ports of Tel Aviv, Haifa, Giza, Famagusta, Iskenderun, Mersin, Venice, and Trieste.

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Line No 5: Adriatic - North Africa: every 30 days to the ports of Algiers, Gibraltar, New York, Boston, Baltimore, Philadelphia, New Orleans, Oran, Palermo, and Trieste.

Line No 6: Adriatic - South America: every 2 months to the ports of Algiers, Oran, Gibraltar, Casablanca, Dakar, Buenos Aires, Venice, and Trieste.

At the end of 1949, the merchant marine had the following:

	<u>Units*</u>	<u>Gross Reg Tons</u>
Transocean shipping	39	170,839
Coastal shipping	72	32,076
Total	111	202,915

*Only units of over 100 gross-registered tons are included here. In addition, the merchant marine includes 470 units of 10 - 100 gross-registered tons, 11,000 fishing boats, and 137 auxiliary vessels.

The Yugoslav Ship Registry (Jugoslovenski Registar Brovada) was established in June for purposes of ship classification, inspection of ship boilers, etc.

Maritime Construction

From 1944 to the end of 1949, Yugoslavia invested 900 million dinars in ports, or almost ten times more than Yugoslavia had invested in ports between 1918 and 1941.

The reconstruction of the totally destroyed Rijeka-Susak basin required an investment of 350 million dinars for the construction of 3,800 meters of usable coast line for transoceanic ships and improvement of other technical facilities. This reconstruction is almost complete, and Rijeka port is operating at almost full capacity, handling about 80 percent of Yugoslav export and import.

Major reconstruction was also completed in Split, Sibenik, Ploce, Bar, and 140 small ports; new facilities were added in Split, Sibenik, and Ploce.

Yugoslav maritime construction is now able to handle the most complicated maritime construction problems, because of the experience acquired in constructing and planning, and because of improved technical facilities.

Maritime Administration

The executive administrative organs of the Maritime Ministry (Ministarstvo Pomorstva) are port directorates in Rijeka, Split, and Dubrovnik. Subordinate to these are 12 port captaincies with 61 posts in small ports. The Maritime Ministry has at its disposal the necessary technical organization to insure maritime safety in Yugoslav territorial waters, through a system of port bureaus, maritime signals and connections, pilot services, lighthouses, radio stations, and vessels, which were established after the liberation. Thus, access to Yugoslav ports is assured at any time of day or night, regardless of weather conditions on the sea.

Salvage of Ships

Between 1944 and the end of 1949, Yugoslavia raised and salvaged about 120 vessels, among them 6 transoceanic ships. The "Brodospas" Ship Salvage Enterprise (Preduzece "Brodaspas"), in charge of this work, is now able to undertake the salvage of large vessels sunk 60 meters. This enterprise is also able to give efficient assistance to ships in danger. Before the war, Yugoslavia had to ask for Italy's assistance, even with minor accidents. Now the "Brodospas" Enterprise is the best equipped organization in the Mediterranean for ship rescue.

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Maritime Personnel and Schools

Yugoslavia has elementary maritime schools for training marine personnel, located in Rijeka, Bakar, Split, Dubrovnik, and Kotor. Since the liberation, 320 young men have graduated from these schools and 315 are enrolled in them at present. These schools have shipping, machine, and radio telegraphic sections.

The training of personnel at a secondary level is organized in five maritime technical institutes with nautical, machine, and economic sections, from which 620 students have graduated since the liberation, and in which 451 are enrolled at present.

An advanced maritime school was opened in Rijeka in 1946 to train highly qualified personnel; 30 students are enrolled.

Since the liberation, 2,240 other persons have been trained in 176 courses for various maritime occupations.

Organization of Maritime Management

The Maritime Ministry was organized in Belgrade in 1946 to manage maritime activity through the following directorates and establishments:

1. The General Directorate of the Merchant Marine in Rijeka (Generalna Direkcija Trgovacke Mornarice na Rijeci), which is the administrative and operational manager of the following enterprises.

- a. The Yugoslav Shipping Line (Jugoslovenska Liniska Plovidba) in Rijeka.
- b. The Free Adriatic Shipping Line (Jadranska Slobodna Plovidba) in Rijeka, with a branch in Split.
- c. The Adriatic Shipping Line (Jadranska Slobodna Plovidba) in Rijeka, with branches in Split and Kotor.
- d. The Adriatic Maritime Agency (Jadranska Pomorska Agencija) in Rijeka, with branches in Rijeka, Pula, Rasa, Zadar, Sibenik, Split, Ploce, Dubrovnik, and Zelenika.
- e. The Yugoslav Maritime Agency (Jugoslovenska Pomorska Agencija) in Belgrade, with a branch in Ljubljana.
- f. The Ship Supply Office (Snabdjevanje Brodova) in Rijeka, with branches in Split, Zadar, Dubrovnik, Sibenik, Ploce, Pula, and Zelenika.

2. The Directorate of Ports of the North Adriatic in Rijeka (Direkcija Luka Severnog Jadrana na Rijeci) for the exploitation of the ports of Rijeka, Pula, and Bakar, with port captaincies in Rijeka, Pula, Losinj, and Senj.

3. The Directorate of Ports of the Middle Adriatic in Split (Direkcija Luka Srednjeg Jadrana u Splitu) for the exploitation of the ports of Split and Sibenik, with port captaincies in Zadar, Split, Sibenik, Hvar, and Korcula.

4. The Directorate of Ports of the South Adriatic in Dubrovnik (Direkcija Luka Juznog Jadrana u Dubrovniku) for the ports of Ploce, Dubrovnik, and Zelenika, with port captaincies in Ploce, Dubrovnik, and Kotor.

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5. The Main Directorate of the Maritime Technical Enterprise in Split (Glavna Direkcija Pomorsko - Tehnickih Preduzece u Splitu), with field branches in Rijeka, Sibenik, Split, and Dubrovnik:
 - a. The Marine Construction Enterprise in Split (Pomorsko-Gradjevinsko Preduzece u Splitu), with field branches in Rijeka, Sibenik, Split, and Dubrovnik.
 - b. The "Brodospas" Enterprise for Salvage and Towing of Ships (Preduzece za Spasavanje i Vucenje Brodova "Brodospas") in Rijeka.
 - c. The Enterprise for Planning Ship Construction (Preduzece za Projektovanje Pomorskih Gradnji) in Split.
 - d. The Enterprise for Dredging (Preduzece za Bagerovanje) in Split.
 - e. The Enterprise for Maritime Workshops (Preduzece Pomorskih Radionica) in Split.
6. The Directorate for Constaction of the Port of Ploce (Direkcija za Izgradnju Luke Ploce) in Ploce.
7. The Central Farm (Centralna Ekonomija) in Vinkovci.
8. The Yugoslav Ship Registry in Split (Jugoslovenski Registar Brodova u Splitu), with a branch in Rijeka.
9. The "Pomorstvo" Publishing Enterprise (Izdavacko Preduzece "Pomorstvo") in Split.
10. Naval attaches in New York, London, and Rome.
11. Representatives in Croatia and Montenegro.

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